

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 35 Ed 2002 Change No. 28 LAST NM 14/03

Page 124—Paragraph 160, line 5; read:
or sound apparatus may be inoperative. Landmarks ...
(NOS/03) 18/03

Page 132—Paragraph 39, lines 4 to 5; read:
water and therefore are not charted. In August 2002, the controlling depth was 8.3 feet (10 feet at midchannel) in the entrance ...
(BP 179330) 18/03

Page 141—Paragraph 47, lines 4 to 7; read:
bridge, 0.4 mile from the mouth, has a bascule span with a 47-foot channel width and a vertical clearance of 14 feet. (See **117.1 through 117.59 and 117.705**, chapter 2, for drawbridge regulations.) The ...
(CL 1205/02) 18/03

Page 178—Paragraph 69, line 5; read:
had a midchannel controlling depth of 5 feet in October 2002. A repair ...
(BP 179707; CL 57/03) 18/03

Page 180—Paragraph 111, line 4; read:
with a controlling depth of 0.9 foot (1.3 feet at midchannel) in August 2002, extends about ...
(CL 59/03; BP 179710) 18/03

Page 186—Paragraph 116, line 6; read:
In September 2002, the midchannel controlling depth was 4.5 feet to ...
(CL 195/03; BP 179754) 18/03

Page 201—Paragraph 71, lines 3 to 6; read:
western arm about 0.8 mile above the entrance. In July 2002, the controlling depth was 4.5 feet in the E half of the channel with shoaling to 1.2 feet in the W half from the entrance to the turning basin, thence 9.8 feet in the basin. Depths of 10 feet are alongside the ...
(CL 61/03; BP 179713) 18/03

Page 202—Paragraph 88, lines 5 to 6; read:
45.3 miles above the Virginia Capes. **Stingray Point Light** (37°33'42"N., 76°16'23"W.), 34 feet above the water, is shown from ...
(25/02 CG5; LL/02) 18/03

Page 205—Paragraph 144, lines 4 to 5; read:
1990-September 2002, the controlling depth was 2.6 feet (3.4 feet at midchannel). An overhead power cable across the creek just above the ...
(CL 62/03; BP 179714) 18/03

Page 209—Paragraph 26, lines 1 to 4; read:
Smith Point Light (37°52'47"N., 76°11'01"W.), 52 feet above the water, is shown from a white square brick tower and octagonal dwelling on a brown cylindrical pier about 2.5 miles east-southeast of the point; a fog signal is at ...
(26/02 CG5; LL/02) 18/03

Page 238—Paragraph 58, line 1; read:
Tangier Sound Light (37°47'15"N., 75°58'25"W.), 45 feet ...
(25/02 CG5; LL/02) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 29
Page 126—Paragraph 14, line 3; read:
New Jersey coast. **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), ...
(LL/02; 39/02 CG1) 18/03

Page 149—Paragraph 72, lines 7 to 8; read:
(38°46'49"N., 74°34'32"W.), and Delaware Lighted Buoy D (38°27'18"N., 74°41'47"W.).
(LL/02; 24/02 CG5) 18/03

Page 153—Paragraph 97, lines 3 to 4; read:
westward of Delaware Traffic Lane Lighted Buoy DC (38°43'47"N., 74°57'33"W.) through Cape Henlopen-Delaware ...
(LL/02; 24/02 CG5) 18/03

Page 168—Paragraph 409, lines 3 to 6; read:
bridge, about 0.2 mile above the highway bridge, has a fixed span with a clearance of 20 feet. U.S. ...
(CL 2009/01) 18/03

Page 182—Paragraph 30, line 4; read:
Point Light (37°52'47"N., 76°11'01"W.). They have been designed ...
(LL/02; 26/02 CG5) 18/03

Page 182—Paragraph 34, line 10; read:
CB on the south end, and Lighted Whistle Buoy CH on the north ...
(44/02 CG5; LL/02) 18/03

Page 183—Paragraph 47, line 2; read:
Lighted Whistle Buoy CH, but with prior arrangement and if ...
(44/02 CG5; LL/02) 18/03

Page 185—Paragraph 90, line 3; read:
Old Point Comfort Light (37°00'06"N., 76°18'23"W.), 54 feet above the water, ...
(LL/02; 36/02 CG5) 18/03

Page 199—Paragraph 32, line 1; read:
York Spit Light (37°12'37"N., 76°15'15"W.), 30 feet above ...
(LL/02; 51/02 CG5) 18/03

Page 235—Paragraph 9, line 1; read:

Old Plantation Flats Light (37°13'44"N., 76°02'49"W.),
39 ...
(LL/02; 25/02 CG5) 18/03

Page 237—Paragraph 46, line 3; read:

channel as far as the light on the southwest end of Guilford
...
(LL/02; NOS 12228) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 30

Page 204—Paragraph 140, lines 2 to 3; read:

above the entrance has a 40-foot channel span with a re-
ported clearance of 20 feet. A “no wake” **speed limit** is in
effect in Urbanna Creek.
(CL 1960/02) 18/03

Page 205—Paragraph 142, lines 3 to 4; read:

west side. A 42-foot marine railway, a machine shop, gaso-
line, diesel fuel, water, ice, a pump-out station, berthing;
some with electric and hull and engine repairs are available.
The lift capacity is 40 tons. The wharf ...
(CL 1961/02) 18/03

Page 205—Paragraph 143, lines 8 to 10; read:

the west side have reported depths of 5 feet alongside. Gaso-
line, ice, water, a pump-out station, supplies, berthing; some
with electric, hull, engine and electronic repairs and a 45-
foot marine railway are available; lift capacity, 18 tons.
(CL 1961/02) 18/03

Page 205—Paragraph 157, line 4; read:

made. A 6-ton lift is available.
(CL 1959/02) 18/03

Page 210—Paragraph 47; strike out.

(CL 393/03) 18/03

Page 211—Paragraph 76, lines 5 to 7; read:

Ice, water, a pump-out station, some marine supplies and
berthing with electricity are available. The marine railways
on the west side of the creek can handle boats up to 60 feet
for hull and engine repairs; lift capacity, 20 tons.
(CL 17/03; 1879/02) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 31

Page 6—Paragraph 134, line 7; read:

principal seaports. Light Lists are also available to view on
the USCG Navigation Center internet site at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer
to these publications for detailed ...
(08/03 CG7) 18/03

Page 145—Paragraph 129, lines 7 to 9; read:

year round, full service marina with a 4-foot approach
reported in November 2002. Berths with electricity, water,

ice, a pump-out station, diesel fuel, gasoline, marine sup-
plies, hull, engine and electronic repairs are available; lift
capacity, 35 tons.
(CL 2258/02) 18/03

Page 200—Paragraph 44, lines 3 to 6; read:

entrance channel and for about 0.8 mile up both its branches.
A large yacht haven, on the west side ...
(NOS/03) 18/03

Page 203—Paragraph 111, lines 9 to 11; read:

93.1 and 93.2, respectively, at Fredericksburg.
(NOS/03) 18/03

Page 209—Paragraph 28, lines 3 to 5; read:

entrance. A small-craft facility on the east side of the creek
can provide gasoline, diesel fuel, water, ice, berths with elec-
tricity, a pump-out station and some marine supplies. The
approach depth was reported as 4.5 feet with an alongside
depth of 6 feet. Hull and engine repairs are available; lift
capacity, 12 tons.
(CL 2341/02; CL 2342/02) 18/03

Page 209—Paragraph 30; read:

A small-craft facility on the north side of the river about 3.6
miles above the entrance can provide water, berths and
marine supplies. A marine railway at the facility can handle
craft up to 50 feet for hull, electronic and engine repairs; lift
capacity, 20 tons.
(CL 2289/02; NOS 12285) 18/03

Page 210—Paragraph 39, line 3; read:

the river from all winds. A depth of about 8 feet is available
...
(NOS 12233) 18/03

Page 210—Paragraph 49, lines 5 to 7; read:

miles above the mouth can provide berthing with electricity,
gasoline, diesel fuel, ice, water, a pump-out station and
marine supplies. The reported approach depth was 12 feet
with an alongside depth of 10 feet. Hull and engine repairs
can be made; lift capacity, 25 tons.
(CL 2318/02) 18/03

Page 210—Paragraph 55, lines 3 to 6; read:

entrance. The fixed ...
(CL 2377/02) 18/03

Page 211—Paragraph 75, lines 7 to 9; read:

end. Daybeacons ...
(NOS/03) 18/03

Page 212—Paragraph 101, lines 4 to 7; read:

above the entrance.
(CL 2377/02) 18/03

Page 217—Paragraph 159, lines 2 to 5; read:

Some marine supplies, gasoline, diesel fuel, berthing with

electricity, water, ice and a pump-out station are available at a marina on the north side of the creek 0.5 mile inside the entrance. Approach and alongside depths were reported at 5.5 feet. Hull and engine repairs can be made; lift capacity, 30 tons.

(CL 2318/02) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 32

Page 177—Paragraph 44, lines 4 to 5; read:

Assawoman Canal and **Ocean View**. In April 2002, the controlling depth in the channel was 1.7 feet to Assawoman Canal, thence depths less than 1 foot to Ocean View. Gasoline and some supplies are ...

(BP 178343; CL 1488/02) 18/03

Page 186—Paragraph 102, lines 3 to 6; read:

craft and petroleum barges. In February 2002, the controlling depth was 11.4 feet (12 feet at midchannel) in the dredged channel to the head of the project. Fuel, supplies, ...

(BPs 179438-39; CL 2066/02) 18/03

Page 205—Paragraph 152, lines 3 to 7; read:

Totuskey Bridge, 4 miles above the mouth. In April 2001, the midchannel controlling depth in the entrance channel and in the creek channel to the bridge was 4.2 feet. In September 2001, a centerline controlling depth of 7.5 feet was reported in the Creek. The channel is narrow in places and difficult to follow, deeper water is available with local knowledge. A timber-and-bush dike on the ...

(DD 2480; BPs 178073-77) 18/03

Page 234—Paragraph 133; strike out.

(NOS/03) 18/03

Page 235—Paragraph 11; strike out.

(NOS/03) 18/03

Page 238—Paragraph 66; strike out.

(NOS/03) 18/03

Page 238—Paragraph 71; strike out.

(NOS/03) 18/03

Page 239—Paragraph 78, lines 4 to 8; read:

they pay close attention to the chart. **Hooper Strait Light** ...

(NOS/03) 18/03

Page 239—Paragraph 80; strike out.

(NOS/03) 18/03

Page 239—Paragraph 85; strike out.

(NOS/03) 18/03

Page 240—Paragraph 99, lines 1 to 3; read:

The channel is marked to a point ...

(NOS/03) 18/03

Page 244—Paragraph 188, line 12; read:

fuel, marine supplies, water, pump-out station, engine, electronic, and hull repairs are available; lift to 30-tons.

(CL 214/03) 18/03

Page 254—Paragraph 27, lines 7 to 8; read:

the west shore. Mariners are advised to exercise ...

(NOS/03) 18/03

Page 263—Paragraph 168, lines 4 to 8; read:

privately buoyed entrance has depths of about 6 feet. A marina with berthing facilities is on ...

(NOS/03) 18/03

Page 263—Paragraph 170, lines 8 to 10; read:

entrance, is marked by buoys.

(NOS/03) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 33

Page 66—Paragraph 1135, line 5 to Page 68—Paragraph 1262; read:

subject to any penalties under 33 U.S.C. 1232.

Subpart C—Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

(a) Applicability and exemptions from requirements in this subpart;

(b) Required information in an NOA;

(c) Required changes to an NOA;

(d) Methods and times for submission of an NOA and changes to an NOA;

(e) How to obtain a waiver; and

(f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

(a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.

(b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*

(c) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.

(d) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

§160.203 Exemptions.

(a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:

(1) Passenger and supply vessels when they are employed in the exploration for or in the removal of oil,

gas, or mineral resources on the continental shelf.

(2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.

(3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235, Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(iv) The Tennessee River from its confluence with the Ohio River to mile zero on the Mobile River and all other tributaries between those two points.

(b) If not carrying certain dangerous cargo or controlling another vessel carrying certain dangerous cargo, the following vessels are exempt from NOA requirements in this subpart:

(1) Vessels 300 gross tons or less, except for vessels entering any port or place in the Seventh Coast Guard District as described in 33 CFR 3.35–1(b).

(2) Vessels operating exclusively within a Captain of the Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(d) Vessels operating solely between ports or places in the continental United States need not submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

Agent means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

Barge means a non-self propelled vessel engaged in commerce.

Carried in bulk means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

Certain dangerous cargo (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(3) Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

(4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(5) A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed 49 CFR 172.101 that is also a “material poisonous by inhalation,” as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile, and

(viii) Oleum (fuming sulfuric acid).

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers.”

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Gross tons means the tonnage determined by the tonnage authorities of a vessel’s flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 (“Convention”). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise- (bareboat) chartered by the government of the United States, by a State or local government, or by the government of a

foreign country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(a) Each NOA must contain all of the information items specified in Table 160.206

TABLE 160.206.—NOA INFORMATION ITEMS

| Required information | Vessels not carrying CDC | Vessels | Towing vessels controlling vessels carrying CDC |
|---|--------------------------|---------|---|
| <i>(1) Vessel Information:</i> | | | |
| (i) Name; | X | X | X |
| (ii) Name of the registered owner; | X | X | X |
| (iii) Country of registry; | X | X | X |
| (iv) Call sign; | X | X | X |
| (v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number; | X | X | X |
| (vi) Name of the operator; | X | X | X |
| (vii) Name of the charterer; and | X | X | X |
| (viii) Name of classification society. | X | X | X |
| <i>(2) Voyage Information:</i> | | | |
| (i) Names of last five ports or places visited; | X | X | X |
| (ii) Dates of arrival and departure for last five ports or places visited; | X | X | X |
| (iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state; | X | X | X |
| (iv) For each port or place in the United States to be visited, the estimated date and time of arrival; | X | X | X |
| (v) For each port or place in the United States to be visited, the estimated date and time of departure; | X | X | X |
| (vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and | X | X | X |
| (vii) The name and telephone number of a 24-hour point of contact. | X | X | X |
| <i>(3) Cargo Information:</i> | | | |
| (i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc); | X | X | X |
| (ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and | | X | X |
| (iii) Amount of each certain dangerous cargo carried. | | X | X |
| <i>(4) Information for each Crewmember Onboard:</i> | | | |
| (i) Full name; | X | X | X |
| (ii) Date of birth; | X | X | X |
| (iii) Nationality; | X | X | X |
| (iv) Passport or mariners document number (type of identification and number); | X | X | X |
| (v) Position or duties on the vessel; and | X | X | X |
| (vi) Where the crewmember embarked (list port or place and country). | X | X | X |

| | | | |
|--|-----------------------|-----------------------|-----------------------|
| (5) <i>Information for each Person Onboard in Addition to Crew:</i> (i) Full name; (ii) Date of birth; (iii) Nationality; (iv) Passport number; and (v) Where the person embarked (list port or place and country). | X X X X X | X X X X X | X X X X X |
| (6) <i>Operational condition of equipment required by §164.35 of this chapter.</i> | X | X | X |
| (7) <i>International Safety Management (ISM) Code Notice:</i> (i) The date of issuance for the company's Document of Compliance certificate that covers the vessel; (ii) The date of issuance for the vessel's Safety Management Certificate; and (iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates. | X X X | X X X | X X X |
| (8) <i>Cargo Declaration (Customs Form (1302) as described in 19 CFR 4.7.</i> | X | X | X |

(b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

§160.208 Changes to a submitted NOA.

(a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(a) *Submission to the National Vessel Movement Center (NVMC).* Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its Web site at <http://www.nvmc.uscg.gov/>. You may submit the notice using any electronic format available on the NVMC website.

(b) *Saint Lawrence Seaway transits.* Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(c) *Seventh Coast Guard District.* Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS Sea AMS by one of the following methods:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(2) To become a participant in Sea AMS, submitters must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(a) *Submission of NOA.* (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or

place of destination.

(3) Times for submitting NOAs are as follows:

| If your voyage time is— | You must submit an NOA— |
|--------------------------|---|
| (i) 96 hours or more; or | Before departure but at least 96 hours before entering the port or place of destination; or |
| (ii) Less than 96 hours | Before departure but at least 24 hours before entering the port or place of destination. |

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit changes in NOA information within the times required in paragraph (b)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(3) Times for submitting changes to NOAs are as follows:

| If your remaining voyage time is— | Then you must submit changes to an NOA— |
|--|---|
| (i) 96 hours or more; | As soon as practicable but at least 24 hours before entering the port or place of destination; |
| (ii) Less than 96 hours but not less than 24 hours; or | As soon as practicable but at least 24 hours before entering the port or place of destination; or |
| (iii) Less than 24 hours | As soon as practicable but at least 12 hours before entering the port or place of destination. |

(c) *Submission of the Cargo Declaration (Customs Forms 1302).* (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to Table 160.206 before departure but at least 24 hours before entering the U.S. port or place of destination.

(ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05–10.)

(FR 2/28/03)

18/03

COAST PILOT 3 35 Ed 2002 Change No. 34

Page 228—Paragraph 98, lines 7 to 8; read:

Marine Police, Tawes State Office Building, Annapolis, MD 21401; telephone 410-260-8880.

(CL 539/03)

18/03

Page 228—Paragraph 107, line 3; read:

channel, thence 12 feet to the highway bridge, and thence 10 to 6 feet ...

(NOS 12283; CL 539/03)

18/03

Page 232—Paragraph 118, lines 2 to 5; read:

River has a fixed span with a clearance of 75 feet. A large fishing pier is above and adjacent to the highway bridge on the east of the Severn River.

(CL 539/03; NOS 12283)

18/03

COAST PILOT 3 35 Ed 2002 Change No. 35

Page 134—Paragraph 75, lines 2 to 4; read:

west of Cape May Inlet. In July–October 2002, the midchannel controlling depth was 11.7 feet through Cape May Inlet to the inner end of the jetties; thence in May 2002, 10.5 feet (13.7 feet at midchannel) to the Coast Guard ...

(BPs 178563–64; BP 177827; BP 179514)

18/03

Page 156—Paragraph 158, line 3; read:

September 2002, the controlling depth was 6.4 feet in the dredged entrance channel to Buoy 6, thence in March 2002, 3.0 feet for the remainder of the entrance ...

(BP 179378; BP 177487)

18/03

Page 165—Paragraph 344; strike out.

(CL 498/02)

18/03

Page 210—Paragraph 56, lines 8 to 10; read:
at their outer ends.

(NOS/03)

18/03

Page 250—Paragraph 284, line 2; read:

gasoline, diesel fuel, water, ice, a pump out station, a 7-ton

lift, and berths with electricity are available. Small engine repairs are available.

(CL 1953/02) 18/03

Page 251—Paragraph 296, line 3; read:

gasoline, diesel fuel, limited marine supplies, and lifts to 40 tons ...

(CL 218/03) 18/03

Page 263—Paragraph 171, line 3; read:

diesel fuel, berths with electricity, a pump-out station, a 15-ton lift, water, ice, and some marine supplies; limited engine repairs can be done. The marina at **Buck Neck Landing** ...

(CL 218/03) 18/03

COAST PILOT 3 35 Ed 2002 Change No. 36

Page 189—Paragraph 179, lines 10 to 12; read:

river divides into two forks. In February 2001, the controlling depth was 8 feet in the dredged section; thence depths of about 7 feet to the forks, and 2 to 3 feet up each fork; the chart is the best ...

(CL 113/02; BPs 176361-62; NOS 12245) 18/03

Page 228—Paragraph 107, lines 8 to 9; read:

(156.80 MHz) and works on channels 13, and 68. The bridgetender can be reached by phone (410) 974-3840. (See **117.1 through 117.59 and 117.571**, chapter 2, ...

(CL 539/03) 18/03